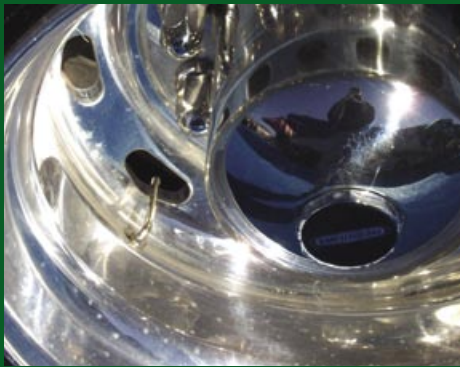


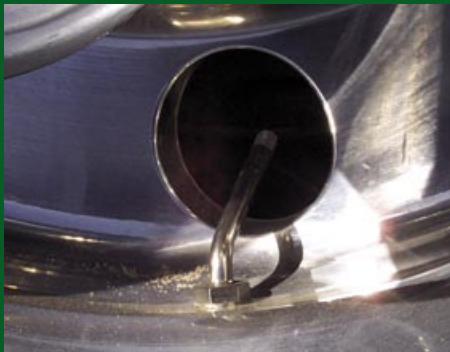
# VALVE-STEM LESSON 101



Here is another common example of an Alcoa aluminum wheel with small holes and un-extended valve stems. This wheel and valve stem configuration requires a straight-back dual head air chuck.



Here's an example an alloy wheel and valve stem which require a straight-back style of dual head air chuck.



This steel wheel has an angled valve stem and therefore would be best accessed with an angled-back style dual head air chuck.



This huge Class C runs high pressure 16" wheels and tires. Although its tires only require 80 psi compressors on-board are less prevalent on Class C motorhomes and 80 psi can still be difficult to find on the road.



This class C 16" wheel has holes so small that getting a chuck through them would be virtually impossible. The stainless steel braided stem extensions here are not only convenient, they may be down-right necessary. Because of the easy stem accessibility afforded by the extensions the clip-on air chuck is the one to use here.



As new coaches get bigger so do their tires. This 125 PSI 295/80R22.5 tire is becoming a standard tire size on Class A coaches whereas it was considered a monster just a few years ago.

This late model coach wheel shows the best current solution to the valve stem accessibility problem. These dual wheels use steel braided stem extensions which bring the Schrader valve out to the hub where they are hard mounted. This allows easy access to the valve stems and allows for the use of an easy-to-use clip-on style of air chuck.

